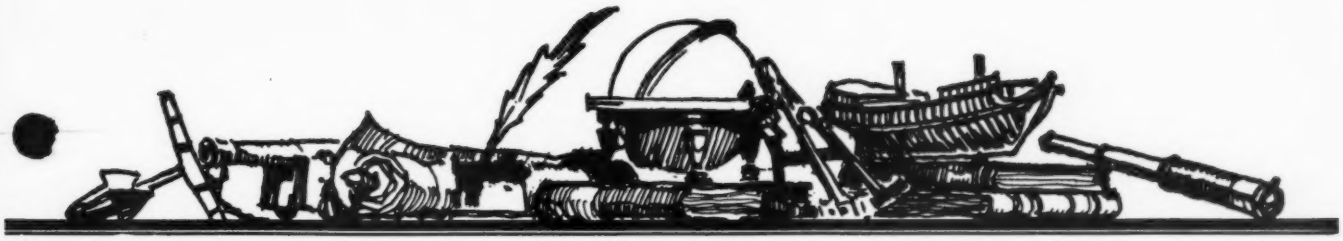

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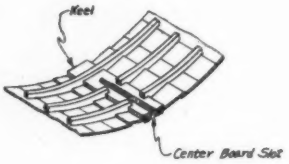
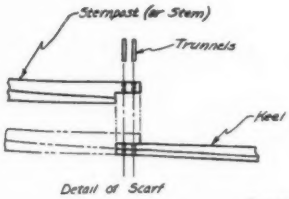
May good luck and happiness be yours through all the days ahead

Mina von Elmsburg, Schiffer M. Hansen.

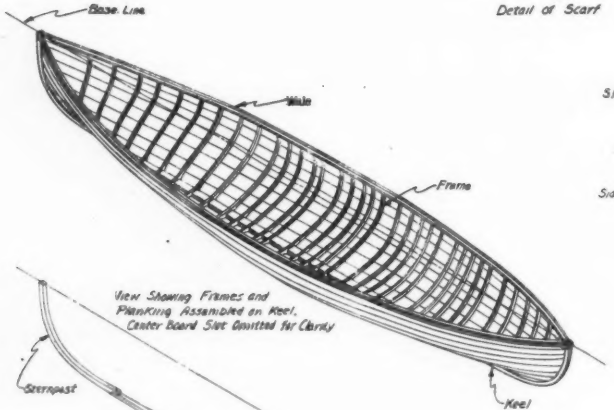
DIRECTIONS FOR BUILDING A PLANK AND RIB WHALEBOAT

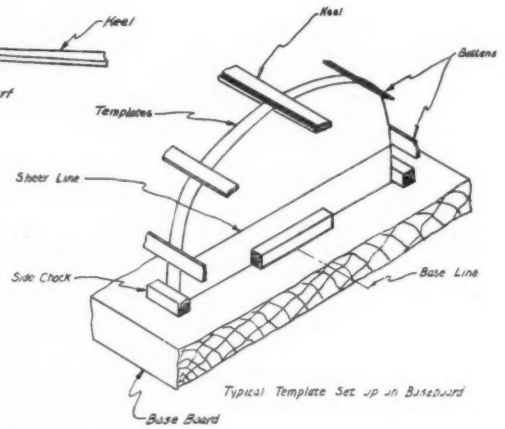
BY JOHN J. FLYNN
ILLUSTRATED BY SCOTT GRESHAM





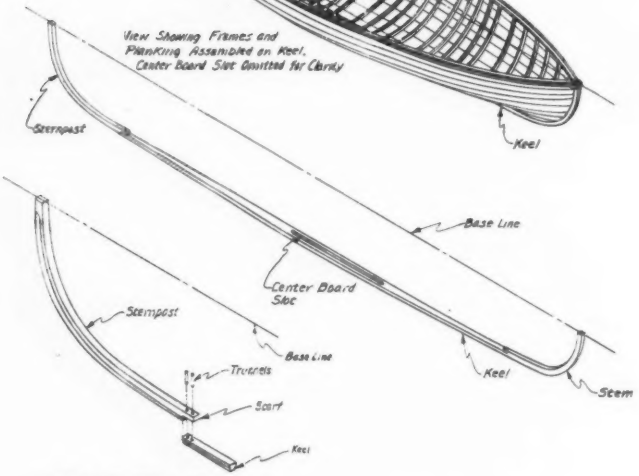
Detail of Scarf



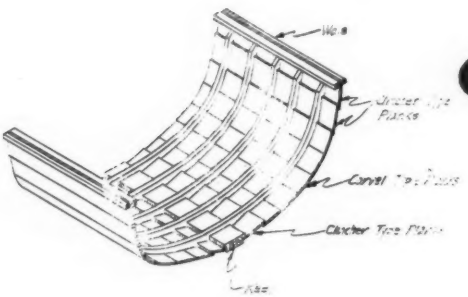


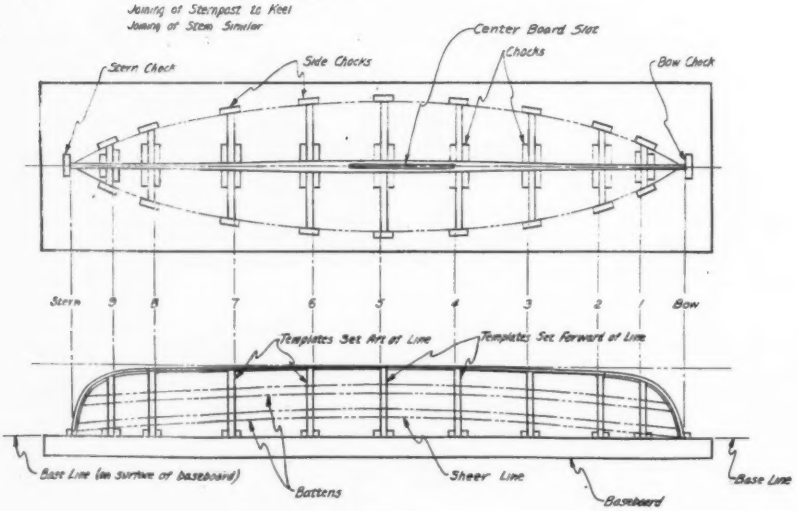
Typical Template Set up on Baseboard

View Showing Frames and Planking Assembled on Keel, Center Board Slot Omitted for Clarity

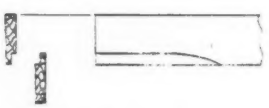


Joining of Sternpost to Keel
Joining of Stem Similar

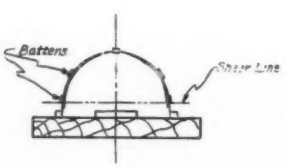




Side View with Templates, Keel, Stem, Sternpost, Battens & Chocks in place on Baseboard



Typical Method for "Halting" the Ends of the Clincher Planks



View Looking Aft at Section 3

BUILDING A PLANK AND RIB WHALEBOAT
Scale 1 inch - 1 foot

By John J. Flynn - text
and Scott Gresham - drawing

Having obtained the lines of a whale boat drawn on the large scale of 1"-1', I decided to build the model plank and rib fashion and proceeded as follows:

On the sheer plan I laid a straight edge across the top end of the stern post and stem (not the top of the fair lead that the harpoon line passes through), and drew a line between these points. I used this for a base line to determine the heights of the templates that would form the shape of the boat. The drawing used had nine body lines. A measurement taken along these lines from the top of the keel to the base line gave the height of the templates. Then cardboard patterns were made of each body section - and from them - the wooden templates. The templates should be mounted, inverted, on a wooden baseboard that is at least 5/16 inches thick. Mark the Sheer Line and the longitudinal centers on each template, then lay aside for the time being and prepare the:

Baseboard. The baseboard should be several inches wider and longer than the boat and free from any warpage. Draw a center line the length of the board, then the station lines athwart this and in proper positions. After this operation has been completed, the templates can be set up. To hold them in position, use a wooden chock 5/16" x 5/16" x 2" nailed to the baseboard on the after side of the station line, if that line is forward of the hull's center line and on the forward side of the station lines aft of the hull's center line. Place the template on center and snug against the chock and nail another chock in front. Next, nail a small chock against each end of the template to avoid any side movement. When the templates are all in position, the next move will be to make the:

Keel, Stem and Stern Post. The keel is wider through the amidship section than it is at its ends to take care of the center board trunk. Cut a slot through the keel where the stem and stern post will join it. I used a good glue as well as two trunnels to each scarf when assembling these three members. Rabbets should be cut in these members to take the planking. The keel does not lay in a plane, but is slightly "rocker shaped". Place this assembly in position and temporarily fasten it to the templates with trunnels. The top ends of the stem and sternpost should touch the baseboard. Chocks should be nailed at these two points.

Beveling the Templates. The edges of the templates need beveling and the amount of beveling necessary can be determined by laying a batten across them. Please note that the angle of bevel is not constant, but varies. Do not cut the same bevel throughout. Beveling is necessary to assure a goodly shaped hull.

Battens. Fasten a batten to the stem then along the templates at the sheer line and to the sternpost and at intervals down towards the keel. Fasten them securely as they will provide the means of springing the ribs into shape. Leave enough room near the keel to start planking with the garboards. The form, or jig, should now be stiff enough to be handled so remove it from the baseboard and mark the location of the ribs.

Ribs. The ribs will have to be flexible and to accomplish this, steaming is in order. A few ribs in the bow and stern section as well as the center board trunk area are half ribs, the balance are full ribs. After a rib has been "formed" into place, it should be held there with temporary brads. If a template should be in the way of a rib, wait until the template is removed at a later date before placing the rib.

Planking. Start with the garboards. In addition to fitting the lower edge and ends for the rabbet, it will be necessary to do some fitting on the top edge of the first garboard near the ends where they "HALF" into the lower edge of the plank above. Whale boats were partly clincher planked and the rest was carvel style. The two lower garboards and the two upper wales were clincher. Note on your drawing how much these planks lap each other. About two inches from each end, draw a guide line - the amount of the lap - and cut into the plank along this line one half the thickness of the plank and from the top edge down, remove this sliver. Start this cut with a taper from the inner end. The cut will be on the outside of the lower plank and on the inside of the lower edge of the plank above. This fitting is necessary so the plank ends will present a flush surface where they join the stem and stern post.

Carvel plank do not need this treatment. The edges of carvel plank DO need to be chamfered or beveled where they meet on a curve to insure a good fit. Where clincher planks lap, brads should be driven through the lap the length of the plank. Brad the plank to the ribs as well. The carvel planks are bradded to the rib alone as there is no other place to fasten them. A colorless adhesive may be used to supplement the brads.

The drawing shows battens inside the carvel plank seams (a part of the caulking), but the ribs being too small to permit cutting to fit over the battens would indicate the wisdom of omitting this detail.

The planks are too wide to stand any springing across their widths, so they were cut to shape. Paper patterns were made for the purpose. The planks do not have to be full length and at the point where they butt together, the butt may be reinforced by a "butt block", located between two of the ribs inside the hull. Battens should be removed as planking the hull progresses.

When the top wale has been put on, pull the trunnel fastenings and remove the templates. Now is the time to place any ribs that have omitted thus far.

Hardwood was used throughout with the exception of the ceiling. Holes were drilled for all brads. Finish up the interior work, but DO NOT PAINT the little decks fore and aft that the harpooner and boat steersman stand on. Leave them rough.

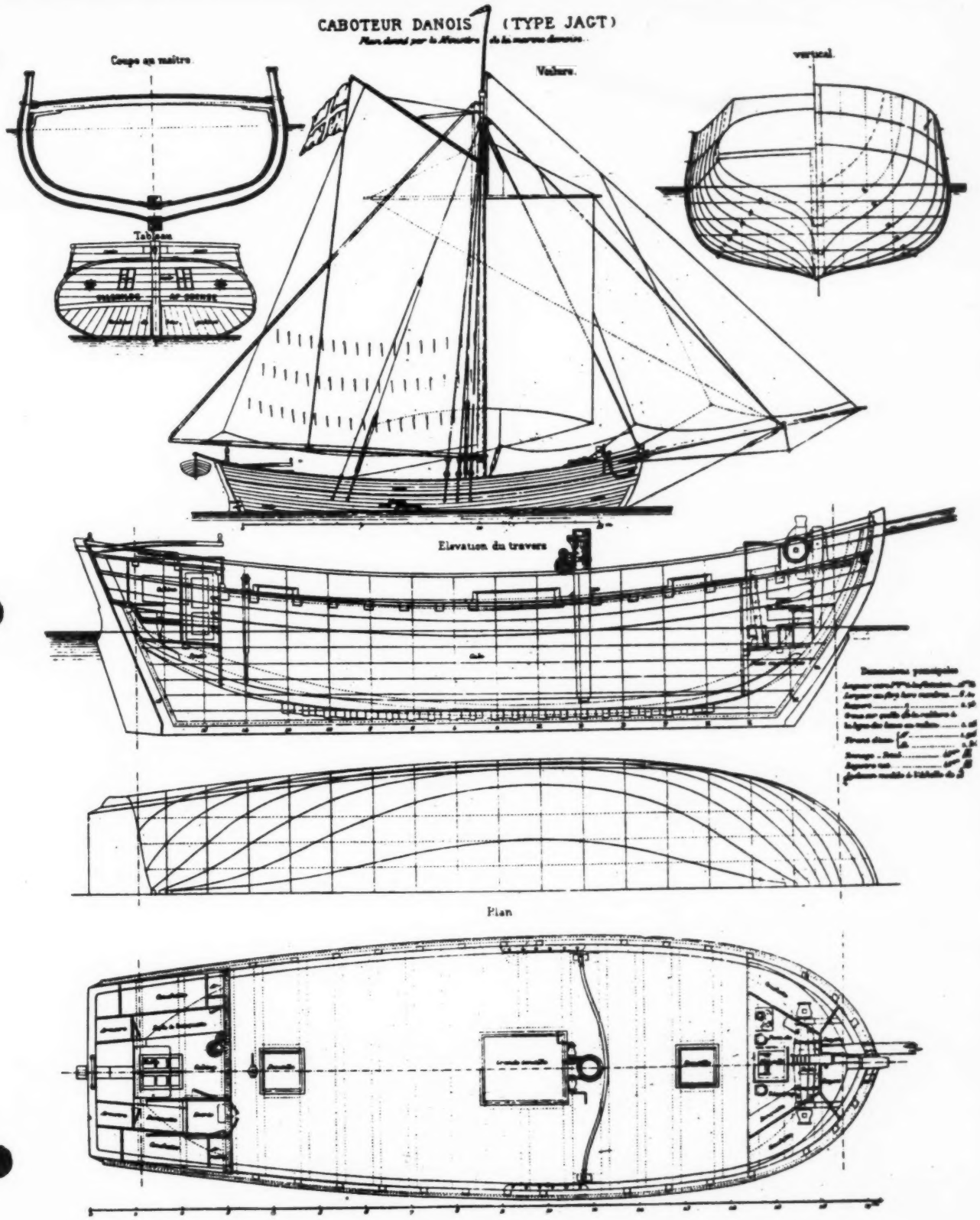
I made my harpoons after the Temple pattern and out of brass. In a novelty store, I found a tiny compass in a figurine that just fit (after removal therefrom) the binnacle box mounted under the stroke oar's thwart. I also found that a twig with the bark on gave a realistic touch to the harpoon pole.

All cooperate work was put together with staves. A wooden core was made and wrapped with wax paper and placed in an inverted position on a piece of glass. The bottom was fitted and as the staves were put in position, they were held in place by means of a rubber band. After the glue had dried, brass wire hoops were fitted in position. The waxed paper permitted the core to be withdrawn later with no difficulty.

The oaklocks were sawed out of brass stock and finished with a file.

--00--00--

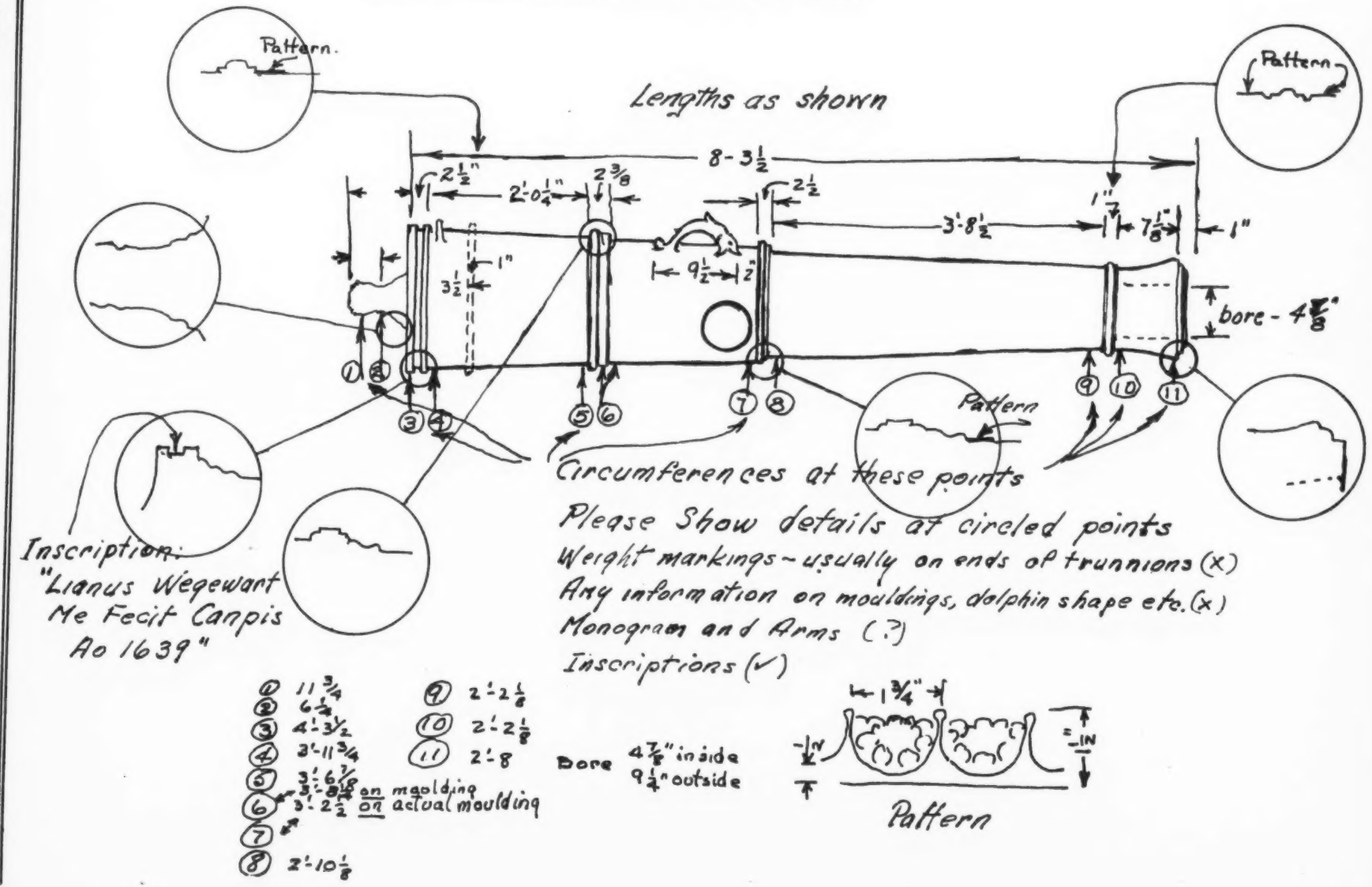
Secretary's Note: The following plans for whaleboats have been published to date -
Walter E. Channing, Marion, Massachusetts (large scale) write for details
Marine Models, Halesite, Long Island, New York (1/2" scale) check your Hobby Store
Popular Science Magazine - by A. A. McCann - now out of print



According to John J. Flynn, this Plan from Admiral Paris is well suited for construction on the "rib and plank" method. (Refer to N.R. JOURNAL, Nov.-Dec. 1954)

Figure 1.

Rough sketch returned by the Development Board



MEASURING A CANNON

By Cary A. Tucker

In a recent issue of a magazine, I saw an advertisement of the attractions of Nassau, Bahamas, B.W.I., and included with the lovely young lady was a gun; manifestly old and rather highly decorated. A letter was written to the Development Board of the Bahamas (who had placed the advertisement) including a sketch made from the photograph, showing available details and requesting that dimensions be added as well as moldings, monograms and the like. Of course, this was asking a great favor of the Board, but in due course my sketch was returned with dimensions added. (See Fig. 1)

With this information at hand, I was able to complete the drawing shown as Figure 2. The Board was also kind enough to supply a bit of history to round out the record. The cannon is a piece of approximately 12 pound size (English measure) and was made for the Dutch East India Company in 1639. It was found in 9 fathoms of water off Abaco Island in 1903 and has since been placed on the steps of Government House, Nassau. The kindness of the Development Board is deeply appreciated, particularly the efforts of Mr. Charles F. Bethel - Manager and Miss N. Renton. Details of Dutch weapons of this date - especially those with a marine connection - are very rare in this hemisphere.

The following method of measuring a cannon has been used a great deal and has been found to be relatively simple, whenever the piece has been or can be raised at all from the ground. Materials required are a scratch pad, pencil and a cloth tape. A sketch is first drawn to the relative proportions of the gun and does not have to be accurate. It shows something of the special lines of the piece; how many moldings there are and the like. After this has been accomplished, lengths are then measured and indicated on the sketch above the gun.

There are usually a sufficient number of moldings on the gun to provide points of measure for even a five or six foot tape although there have been times when someone to hold the other end of the tape would have been most welcome. The second part of the undertaking is much easier and consists of taking off the circumferences of the gun at the ends of the reinforces, the breech ring, neck of the muzzle and over the neck and knob of the cascabel. Measurement of moldings may also be taken if desired, though in most instances they are raised so slightly as to make little difference on a small scale drawing. Circumferences are indicated below the gun with arrows pointing to the places at which the measurements were taken.

The position of the trunnions must be located relative to the center-line of the gun which can be accomplished by a part-circumference at that point, combined with a diametrical measurement of the trunnions. On occasion, the fit of the gun in tis' carriage may be close, but there is usually sufficient room to slide the tape into most tight places.

After a survey trip, I usually find it easy to transform the circumferential measurements into diameters by means of a slide rule. I feel that the tape is much easier to carry around than a large set of calipers, is more accurate and also considerably faster in use.

Interesting leads on the history of the cannon under study may be developed if full attention is given to monograms appearing in the casting, such as Fleur de Lis, GR, and stampings such as the "Kings Broad Arrow" - that has been found on captured pieces, trunnion markings and weight indications. The amount of ornamentation may also guide the researcher as most French Cannon usually had less moldings than English pieces of the same period.

My collection of gun drawings is based on a scale of 3/4" to the foot and I found it very easy to lay off my original measurements on a sheet of 1/8th inch cross section paper as one division equals two inches. Use of the paper speeds up the layout and reduces to a minimum the need for construction lines. Finally, tracings can be made without too much trouble at a latter date if desired.

oo0Ooo oo0Ooo

A Talk to the Waldoboro Business Women's Club
By Robert B. Applebee

In talking to you good people of Walboboro on the old Sailing Ship History Hobby I feel that it is quite unnecessary to define either of the words 'hobby' or 'hobbyist'. My definitions of them are: An incurable disease, and, he who is affected by it.

Before I go too far afield it would be quite in order to tell you how I got started on the hobby and how it affects me. With me the hobby started almost upon my entrance into the United States Customs Service, over 30 years ago, at Portland, Maine. Shortly after that time there began to be turned over to me, for reply, letters of inquiry relating to old sailing vessels built in that district. Sometimes I would have more than one inquiry to work up at the same time and as the Portland Customs House did not have any records back of the year 1869 I made many trips to the Portland Public Library and the Maine Historical Society, as well as to other sources of information. Finding that I was covering the same ground, searching the same files, for almost every inquiry I decided to make a Compilation of the vessels built in the district of Portland & Falmouth. In order to get the necessary data for this work I read marine columns in the old Portland newspapers from 1800 to 1870, made notes of the vessels launched, wrecked, etc. visited libraries in Maine's coastal towns, Maine State Library at Augusta, the Widener Library at Harvard, Boston Public Library, made a trip to Washington, D. C., to pick up data at the Library of the Department of Commerce and the Library of Congress. At all of these places I made notes, many notes were duplicated, and getting back I paged and indexed them all and set sail on the hobby. I followed it through my years of service, in both Maine and Washington, D. C., and upon retirement on August 31, 1950 I took the hobby into retirement with me and expect to follow it for a lifetime. At the present time my correspondence, inquiries on old sailing ships, run well over 100 per month. I am on good standing with all the marime museums, and like institutions, and callers at the house during the summer months, asking after old sailing vessels, are many. I have a very good reference book shelf and try at all times to get out an answer within 24 hours. After completion of the Portland & Falmouth manuscript I then branched out into other areas of the state and I have data on hand of approximately 12,000 vessels built in Maine.

Upon the inception of our government in 1789 the need for Customs Collection Districts became imperative and the first Act of Congress, that of July 31, 1789, creating them, names Wiscasset as one, which district embraced all the areas from Wiscasset to Waldoboro, both towns inclusive, thus many of Waldoboro's early-built vessels are found in the records of Wiscasset. It was not until 1795 that the District of Waldoboro was created and the limits of this district were from the middle of the Damariscotta river to the southern boundary of the town of Northport, with headquarters in the town of Waldoboro.

And a word of the town of Waldoboro. Varney's Gazetteer of Maine tells us that the town was first settled between the years 1735 and 1740, that the settlement was revived in 1748, and that Samuel Waldo, in 1752-1753, visited Germany and obtained about 1500 settlers, 80 families of which remained in the area incorporating the town in 1775.

DUTCH GUN OF THE SEVENTEENTH CENTURY NOW LOCATED AT THE GOVERNMENT HOUSE, NASSAU, BAHAMA

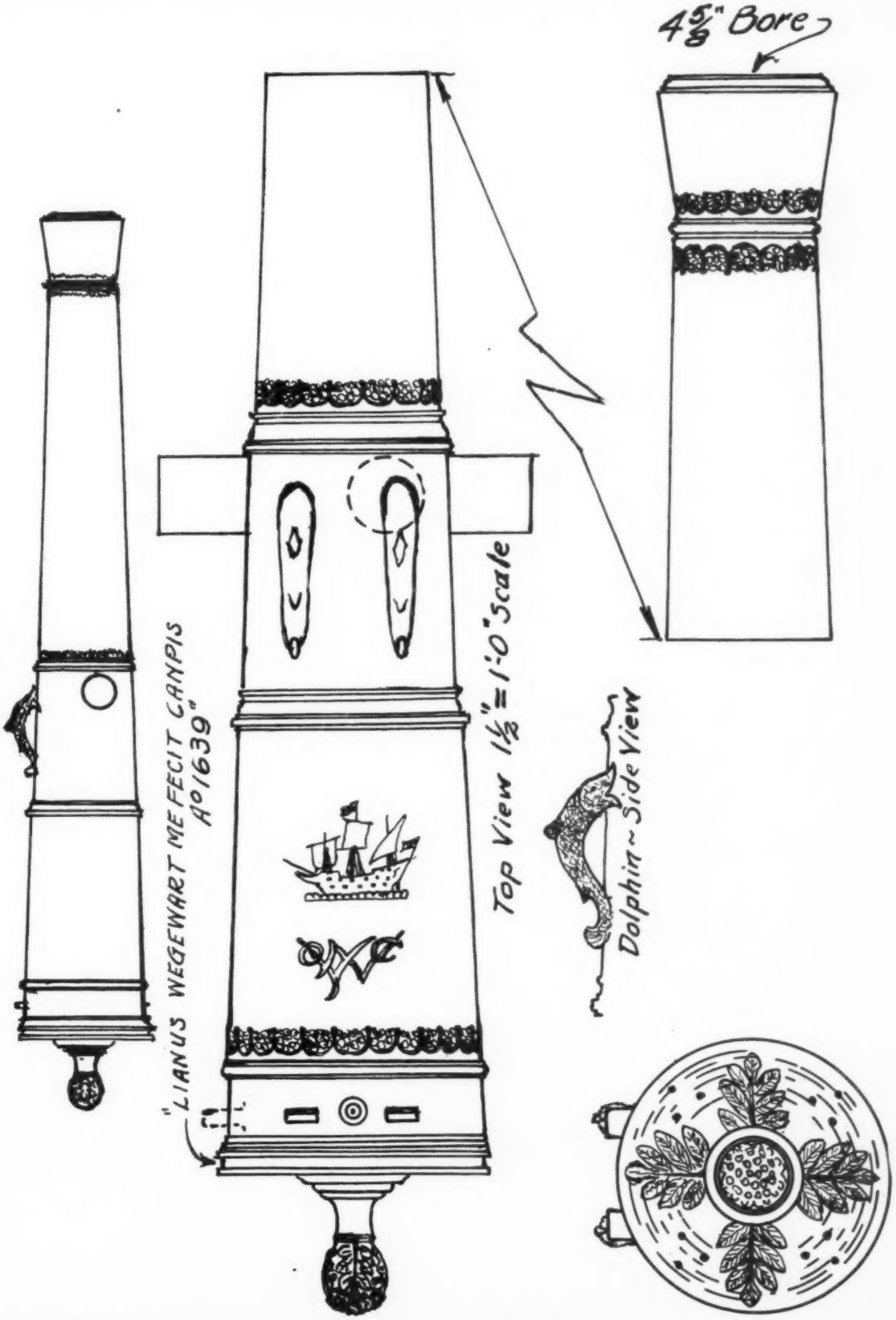


Figure #

DECIMAL EQUIVALENTS *of* DRILL SIZES

Inch	M.M.	Wire Gauge	Decimals of an Inch
		80	.0135
		79	.0145
1/64			.015625
	.4		.015748
		78	.016
		77	.018
	.5		.019685
		76	.02
		75	.021
	.55		.021653
		74	.0225
	.6		.023622
		73	.024
		72	.025
	.65		.02559
		71	.026
	.7		.027559
		70	.028
		69	.02925
	.75		.029527
		68	.031
1/32			.03125
	.8		.031496
		67	.032
		66	.033
	.85		.033464
		65	.035
	.9		.035433
		64	.036
		63	.037
	.95		.037401
		62	.038
		61	.039
	1		.03937
		60	.04
		59	.041
	1.05		.041338
		58	.042
		57	.043
	1.1		.043307
	1.15		.045275
		56	.0465
3/64			.046875
	1.2		.047244

Inch	M.M.	Wire Gauge	Decimals of an Inch
	1.25		.049212
	1.3		.051181
		55	.052
	1.35		.053149
		54	.055
	1.4		.055118
	1.45		.057086
	1.5		.059055
		53	.0595
	1.55		.061023
1/16			.0625
	1.6		.062992
		52	.0635
	1.65		.06496
	1.7		.066929
		51	.067
	1.75		.068897
		50	.07
	1.8		.070866
	1.85		.072834
		49	.073
	1.9		.074803
		48	.076
	1.95		.076771
5/64			.078125
		47	.0785
	2		.07874
	2.05		.080708
		46	.081
		45	.082
	2.1		.082677
	2.15		.084645
		44	.086
	2.2		.086614
	2.25		.088582
		43	.089
	2.3		.090551
	2.35		.092519
		42	.0935
3/32			.09375
	2.4		.094488
		41	.096
	2.45		.096456
		40	.098

Inch	M.M.	Wire Gauge	Decimals of an Inch
	2.5		.098425
		39	.0995
		38	.1015
	2.6		.102362
		37	.104
	2.7		.106299
		36	.1065
	2.75		.108267
7/64			.109375
		35	.11
	2.8		.110236
		34	.111
		33	.113
	2.9		.114173
		32	.116
	3		.11811
		31	.12
	3.1		.122047
1/8			.125
	3.2		.125984
	3.25		.127952
		30	.1285
	3.3		.129921
	3.4		.133858
		29	.136
	3.5		.137795
		28	.1405
9/64			.140625
	3.6		.141732
		27	.144
	3.7		.145669
		26	.147
	3.75		.147637
		25	.1495
	3.8		.149606
		24	.152
	3.9		.153543
		23	.154
5/32			.15625
		22	.157
	4		.15748
		21	.159
		20	.161
	4.1		.161417

Inch	M.M.	Wire Gauge	Decimals of an Inch
	4.2		.165354
		19	.166
	4.25		.167322
	4.3		.169291
		18	.1695
11/64			.171875
		17	.173
	4.4		.173228
		16	.177
	4.5		.177165
		15	.18
	4.6		.181102
		14	.182
		13	.185
	4.7		.185039
	4.75		.187007
3/16			.1875
	4.8		.188976
		12	.189
		11	.191
	4.9		.192913
		10	.1935
		9	.196
	5		.19685
		8	.199
	5.1		.200787
		7	.201
13/64			.203125
		6	.204
	5.2		.204724
		5	.2055
	5.25		.206693
	5.3		.208661
		4	.209
	5.4		.212598
		3	.213
	5.5		.216535
7/32			.21875
	5.6		.220472
		2	.221
	5.7		.224409
	5.75		.226377
		1	.228
	5.8		.228346

Inch	M.M.	Letter Sizes	Decimals of an Inch
	5.9		.232283
		A	.234
15/64			.234375
	6		.23622
		B	.238
	6.1		.240157
		C	.242
	6.2		.244094
		D	.246
	6.25		.246062
	6.3		.248031
1/4			.25
	6.4		.251968
	6.5		.255905
		F	.257
	6.6		.259842
		G	.261
	6.7		.263779
17/64			.265625
	6.75		.265747
		H	.266
	6.8		.267716
	6.9		.271653
		I	.272
	7		.27559
		J	.277
	7.1		.279527
		K	.281
9/32			.28125
	7.2		.283464
	7.25		.285432
	7.3		.287401
		L	.29
	7.4		.291338
		M	.295
	7.5		.295275
19/64			.296875
	7.6		.299212
		N	.302
	7.7		.303149
	7.75		.305117
	7.8		.307086
	7.9		.311023
5/16			.3125

Inch	M.M.	Letter Sizes	Decimals of an Inch
	8		.31496
		O	.316
	8.1		.318897
	8.2		.322834
		P	.323
	8.25		.324802
	8.3		.326771
21/64			.328125
	8.4		.330708
		Q	.332
	8.5		.334645
	8.6		.338582
		R	.339
	8.7		.342519
11/32			.34375
	8.75		.344487
	8.8		.346456
		S	.348
	8.9		.350393
	9		.35433
		T	.358
	9.1		.358267
23/64			.359375
	9.2		.362204
	9.25		.364172
	9.3		.366141
		U	.368
	9.4		.370078
	9.5		.374015
3/8			.375
		V	.377
	9.6		.377952
	9.7		.381889
	9.75		.383857
	9.8		.385826
		W	.386
	9.9		.389763
25/64			.390625
	10		.3937
		X	.397
		Y	.404
13/32			.40625
		Z	.413
	10.5		.413385

Inch	M.M.	Decimals of an Inch
27/64		.421875
	11	.43307
7/16		.4375
	11.5	.452755
29/64		.453125
15/32		.46875
	12	.47244
31/64		.484375
	12.5	.492125
1/2		.5
	13	.51181
33/64		.515625
17/32		.53125
	13.5	.531495
35/64		.546875
	14	.55118
9/16		.5625
	14.5	.570865
37/64		.578125
	15	.59055
19/32		.59375
39/64		.609375
	15.5	.610235
5/8		.625
	16	.62992
41/64		.640625
	16.5	.649605
21/32		.65625
	17	.66929
43/64		.671875
11/16		.6875
	17.5	.688975
45/64		.703125
	18	.70866
23/32		.71875
	18.5	.728345
47/64		.734375
	19	.74803
3/4		.75
49/64		.765625
	19.5	.767715
25/32		.78125
	20	.7874
51/64		.796875

Inch	M.M.	Decimals of an Inch
	20.5	.807085
13/16		.8125
	21	.82677
53/64		.828125
27/32		.84375
	21.5	.846455
55/64		.859375
	22	.86614
7/8		.875
	22.5	.885825
57/64		.890625
	23	.90551
29/32		.90625
59/64		.921875
	23.5	.925195
15/16		.9375
	24	.94488
61/64		.953125
	24.5	.964565
31/32		.96875
	25	.98425
63/64		.984375
1		1.
	25.5	1.003935
1 1/64		1.015625
	26	1.02362
1 1/32		1.03125
	26.5	1.043305
1 3/64		1.046875
1 1/16		1.0625
	27	1.06299
1 5/64		1.078125
	27.5	1.082675
1 3/32		1.09375
	28	1.10236
1 7/64		1.109375
	28.5	1.122045
1 1/8		1.125
1 9/64		1.140625
	29	1.14173
1 5/32		1.15625
	29.5	1.161415
1 11/64		1.171875
	30	1.1811

Inch	M.M.	Decimals of an Inch
1 3/16		1.1875
	30.5	1.200785
1 13/64		1.203125
1 7/32		1.21875
	31	1.22047
1 15/64		1.234375
	31.5	1.240155
1 1/4		1.25
	32	1.25984
1 17/64		1.265625
	32.5	1.279525
1 9/32		1.28125
1 19/64		1.296875
	33	1.29921
1 5/16		1.3125
	33.5	1.318895
1 21/64		1.328125
	34	1.33858
1 11/32		1.34375
	34.5	1.358265
1 23/64		1.359375
1 3/8		1.375
	35	1.37795
1 25/64		1.390625
	35.5	1.397635
1 13/32		1.40625
	36	1.41732
1 27/64		1.421875
	36.5	1.437005
1 7/16		1.4375
1 29/64		1.453125
	37	1.45669
1 15/32		1.46875
	37.5	1.476375
1 31/64		1.484375
	38	1.49606
1 1/2		1.5
1 33/64		1.515625
	38.5	1.515745
1 17/32		1.53125
	39	1.53543
1 35/64		1.546875
	39.5	1.555115
1 9/16		1.5625

Inch	M.M.	Decimals of an Inch
	40	1.5748
1 37/64		1.578125
1 19/32		1.59375
	40.5	1.594485
1 39/64		1.609375
	41	1.61417
1 5/8		1.625
	41.5	1.633855
1 41/64		1.640625
	42	1.65354
1 21/32		1.65625
1 43/64		1.671875
	42.5	1.673225
1 11/16		1.6875
	43	1.69291
1 45/64		1.703125
	43.5	1.712595
1 23/32		1.71875
	44	1.73228
1 47/64		1.734375
1 3/4		1.75
	44.5	1.751965
1 49/64		1.765625
	45	1.77165
1 25/32		1.78125
	45.5	1.791335
1 51/64		1.796875
	46	1.81102
1 13/16		1.8125
1 53/64		1.828125
	46.5	1.830705
1 27/32		1.84375
	47	1.85039
1 55/64		1.859375
	47.5	1.870075
1 7/8		1.875
	48	1.88976
1 57/64		1.890625
1 29/32		1.90625
	48.5	1.909445
1 59/64		1.921875
	49	1.92913
1 15/16		1.9375
	49.5	1.948815

There is no doubt about these early settlers setting up shipyards and building vessels for water transportation was safest, surest and most rapid in these early years.

Miller, in his history of Waldoboro, does not go into early shipping as Waldoboro, like many other coastal towns, suffered from fires, through the years, that wiped out Customs House records completely and he began his shipbuilding chapter with the year 1829, but de did a mighty fine job for the records that he found available and for this we must give him credit.

It is quite impossible for me to name the first vessel built in the Waldoboro area but I did find a record of the sloop SALLY, 79 tons, built in 1793, the schooner ELIZABETH, 31 tons, built in 1794, the sloop POLLY, 66 tons, built in 1795, and other early vessels built within the town.

From the start of shipbuilding, from the launching of these small vessels built prior to the year 1800, shipbuilding grew as an industry. Vessels grew in size and design, there were more yards and the output was greater. Waldoboro-built vessels sailed the seven seas and were known the world over.

The ship MARY ANN, built by Joseph Clark, in 1835, is claimed to be the first full-rigged ship built here and we find many other early-built ships. The CAROLINE CLARK, built in 1836, the DESDEMONA, built in 1841, were ships over 500 tons each and huge for their day. William and Alfred Storer were building in the 1840's and 1850's, and they launched the ship ALFRED STORER, of 1116 tons in 1854. The 1860's saw longer finer-built ships launched at Waldoboro and the ship EMILY REED, of 1565 tons was launched in 1880. Of the ships built in 1850's there were three clipper ships, the SPARK OF THE OCEAN, 895 tons, WINGS OF THE MORNING, 915 tons, and WOODCOCK, 1091 tons, all of which were in the California trade and in competition with clipper ships built in every seaport on the Atlantic coast.

The barks and brigs were numerous. There were also many schooners contained in the Waldoboro-built fleet and in them the progress in design and construction was more noticeable than in the square-rigged vessels. This rig, the schooner, was a two-masted vessel with fore and aft lower sails and square topsails, in the early years, and it was many years after the schooner ELIZABETH was launched in 1794 before schooners became entirely fore and aft rigged.

A short time ago I was asked about early three-masted schooners, the Evolution of the schooner claiming that the first two three-masted schooners were built in Delaware in 1849, but Penobscot Bay had two or three and Waldoboro at least one in service some years before that, and the designers kept on making improvements.

In 1888 when the first, five-masted, strictly fore-and-aft rigged schooner, the GOVERNOR AMES, was built at Waldoboro, Leavitt Storer, Cornelius Davis, Oliver Ames, and all connected with the building of the schooner were criticized to the limit and when the vessel was dismasted at sea, on her maiden trip, the critics went on to say that even the Good Lord was disgusted with a schooner with so many masts, but Captain Davis knew his vessel, he anchored her on Georges Shoal, went ashore in a Gloucester fisherman, obtained a towboat at Boston, had the GOVERNOR AMES towed in, resparred, and she became one of the most profitable schooners on the Atlantic coast. The AMES was of 1779 gross tons. And still the vessels grew in size or tonnage.

In the early 1900s George L. Welt built and launched six of the celebrated Palmer fleet: Baker of 2792 tons, Dorothy of 2872 tons, Fannie 2258 tons, Harwood 2885 tons, Paul 2195 tons, and Singleton of 2859 tons, all finely-built vessels, and you naturally ask what became of them all. Every vessel had her individual career, her individual history, she sailed differently from any one other and their ends were as individual as their careers.

To go into individual losses or dispositions is a very long drawn-out story but here are a few instances to show you something of what I have just said: ANNIE D. JORDAN was sold foreign, Augustus Welt was torpedoed, CAROLINE & MARY CLARK was sold foreign and renamed ELENA, CARRIE CLARK foundered at sea, EDWARD STANLEY was sold foreign and renamed MADAGASCAR, EDWIN CLARK was sold foreign and renamed LADY EMILY PEEL, EMILY REED stranded on the coast of Oregon, and of the Palmer vessels every one of them ended her days in service, not one single one of them rotted out on the waterfront of some town or city. Those vessels which were sold foreign were purchased by foreign owners because they had made a record in world shipping and they entered into competition, at once, with ships and vessels built under every flag of the world. Could you ask for vessels of better workmanship and construction.

I cannot say that I have a record of all vessels built in Waldoboro but my list contains: 51 ships, 52 barks, 8 barkentines, 81 brigs, 232 schooners, and 27 sloops.

Of the ships: AVON, CAROLINE CLARK, MARY ANN, ST. ANDREW were built in the 1830's, GEORGE EVANS, MEDEMSECH, SEA LION, CAROLINE & MARY CLARK in the 1840's, ALFRED STORER, JAMES HOVEY, JOSEPH CLARK, WINGS OF THE MORNING in the 1850's, ALEXANDER McNEIL, ANNIE FISH, EDWIN CLARK, SARAH C. WELT in the 1860's, CARRIER CLARK, ISAAC REED, MABEL CLARK, ROSIE WELT in the 1870's, EMILY REED AND GEORGE CURTIS in the 1880's.

Of the barks: AUTOLEON, ELIZABETH, TEN BROTHERS, WILLIAM JAMES, GEORGE ALLEN, SEA BREEZE, JAMES COOK, ELODIA T. KENNEDY, MARY G. REED, ROSETTA McNEIL, ANNIE REED, OLIVE REED, NINA SHELDON were built in the 1830-1870 period.

Of the brigs: early ones were TWO BROTHERS, built in 1801, MOSES in 1803, TOM in 1815, FRANCES MILLER in 1819, ROOK in 1824, MARGARET in 1831, GRAND TURK in 1833, and so on through the years into the 1870's.

The seven barkentines were: E. O. CLARK, FLORENCE L. GENOVAR, FRED EUGENE, MIGNON, RACHEL EMERY, RALPH M. HAYWARD and STEPHEN G. HART, and this gives you an idea of the square-rigged vessels.

The schooners built through the years, from the launching of the ELIZABETH, in 1794 to the last large Palmer schooner, carried every name imaginable and it takes a study of American Lloyds, of the Lists of Merchant Vessels of the United States, in addition to the records of other ports to ferret them all out.

One of your members has asked that I talk for a few minutes of the Palmer Fleet, that fleet of large schooners managed by William F. Palmer. There were 15 of these schooners: Baker, Davis, Dorothy, Elizabeth, Fannie (1st) and Fannie (2nd), Fuller, Harwood, Jane, Marie, Maude, Paul, Prescott, Rebecca and Singleton. Marie and Maude were four-masters and all the rest were five-masters. Paul, of 2193 tons, was the smallest of the five-masters, some declaring that she was the smallest five-master built in any Maine yard, but we have already cited the first give-master, which was smaller, Jane of 3138 tons, was the largest. Jane was built at Boston, Rebecca at Rockland, Davis, Elizabeth, Fannie (2nd), Fuller, Marie, Maude and Prescott were built at Bath. Baker, Dorothy, Fannie (1st), Harwood, Paul and Singleton were built here. The gross tonnages of the six built here totalled nearly 16000 tons. All were finely built vessels and were engaged in the New England coal trade. Fannie (1st) was the unlucky member of the fleet. After going ashore on a sandy beach, near Cape Charles, Va., early in her career she was purchased by Captain John G. Crowley, was renamed GEORGE P. HUDSON, and became a vessel of the Coastwise Transportation Company's fleet. She sank near Great Round Shoal, July 11, 1914, BAKER foundered at sea, December 11, 1915, DOROTHY stranded on Stonehorse Shoal, March 25, 1923, HARWOOD was torpedoed off the French coast May 23, 1917, PAUL burned off Cape Cod June 15, 1913, SINGLETON

sank, November 6, 1921, after a collision with the SS APACHE, off the Delaware coast. They were all finely built vessels, Fore and Afters, by Crowninshield and The Great Coal Carrying Schooners, by Parker, as well as other publications have much to say of this fleet which was renowned from the day that the first one was launched until the day the last one ended her service.

You may also ask 'where did all these vessels get their names' and this too is a long story. In many cases they were named in honor of some member of the family of the builder, the designer, of the principal owner, of a lady who owned a number of shares. The story is told of the Palmer Fleet that the first name of the schooner was either the first or last name of the person buying the largest number of shares, PALMER being the fleet name. One very amusing story is told by Miller in that the painter had begun to paint the name EMILY on a bark built in 1840 by Robert Miller. When he had painted two letters the owner came along and asked what was the cost per letter. When he learned the cost he said 'Stop right there' and so the bark EMILY became just plain EM.

The ladies of the olden days played important roles in the days of Wooden Ships and Iron Men and quite often we read a book like 'Captain Abby and Captain John', sailing the seas together, which is based on facts, of stories like Emma Armstrong, a 15 year old girl, who navigated her father's ship into San Francisco after a number of months at sea with her father seriously ill, of Eliza Briggs taking her husband's place in the shipyard until the estate was settled, but in most shipbuilding towns, and Waldoboro is not excepted, we learn that a lady was proprietress of the boarding house in the shipyard, the bookkeeper for the builder, she christened the vessel at the time of launching, invested her savings in her father's or husband's ship, or the ship of which she was the sponser, of her marrying the master of some ship, sailing around the world with him, of her learning navigation and many times taking over the command when the master was ill. Could a women do more.

There is just one thing that a woman never did and that was to watch her fathers or husband's ship out of sight when she left port on a voyage, the legend being that a ship so watched never returned, and this is but one of the superstitions of the sea.

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CUSTOMS AND TRADITIONS IN SWEDISH SAILING SHIPS

by Captain Ivar von Gerber, Gothenburg, Sweden

I believe traditions in the old windships, steamers have none and will never have, were more or less international. Here are, however, mentioned a few of which perhaps some of your readers never have heard. When my generation has crossed the great divide they will all be forgotten forever.

Gotland is a large island in the Baltic. Its southern promontory is rocky, and passing at sea along its westside, these rocks, with a bit of imagination, are at a distance shaped like a human head. This promontory is called Hoburg and the image of the head "Hoborgsgubben", in your language "Old man Hoburg".

On the Swedish coast in the Sound, the narrow water between Denmark and Sweden, you will see another promontory called Kullen. This part of Sweden is mostly a rolling prairieland, but Kullen, being a mountain, stands out very clear against the sky. Now folklore had it that here once lived a giant called "Kullagubben" i.e. "Old man Kullen".

When I went to sea in 1900 the North Sea and the Baltic were thronged with a large fleet of sailing craft. Barks, brigs, barkentines and schooners plied in hundreds between the Gulf of Bothnia and the North Sea ports carrying lumber, pitprops and coal. Many were the deepwater windjammers that cleared the Sound bound to The Seven Seas.

Tradition had it, and it was just as strictly adhered to as the ceremonies when crossing the Line, that all embryo sailors passing the above mentioned two places the first time had to do homage to the two "Old Men". This was called "hunsa" to Kullagubben and Hoburgsgubben. Now "hunsa" is no Swedish word at all, only some kind of sailor's slang.

Out of his scant wages of 15 shillings a month or so about the wretched youngster had to give his elders in the fo'castle something in order to humour these two formidable monsters. Being practically moneyless this was generally done by him in the shape of a pound of 'baccy, bought out of the captain's slopchest at an extortionate seaprice. Good old slopchests. I wonder how many trim little houses along the coasts of the world that are built by the help of these profits.

Besides this pecuniary offer the poor fledgeling sometimes was put to certain menial tasks, in many cases pure torture. I myself had to go aloft in my watch below and from the royal yard caw like a crow for about half an hour. It being in the first watch with an icy rain to cheer me up, it still stands clear in my memory and will never be forgotten. They had no mercy on the boys in those days and it was of no avail to turn to the mates for help. A kick in your bottom was the only consolation to be had from that quarter. Either you got fed up and left the sea for a softer berth ashore or you grew tough and kept on. In those days before personal ambition and sense of responsibility was "diluted" as it is in many cases today it was considered a shame without end for a boy to return home, "a stuck sailor".

In Swedish ships was found another rather funny custom. Now it is a fact, that in narrow waters, with no tide running, as along the Swedish coast, a ship can be gripped by certain currents or some kind of an undertow, stopping all headway, provided the wind is light.

This was called to "catach deadwater". Many times I have heard old shellbacks speak about it and of the means by which to free the vessel. When I was a boy it once happened aboard a bark of 500 tons burden. We were at the time running up the Sound hugging the Swedish coast and logging about three knots. In order to buy some fish our mainyards were backed. When again squaring the yards the ship for half an hour made no progress according to bearings. That much I can vouch for. Then a sack was filled with coals from the galley. The sack was lowered underneath the keel and kept in the right position by a rope from each side. Two hands manned the ropes and these unfortunates then had to walk along the rails from stem to stern, back and forth. They were not allowed to stop once and were cautioned to be very particular about keeping the heavy sack exactly underneath the keel. This procedure was called "sawing the deadwater" and I can assure you was no job for weaklings. But the old shellbacks had strong backs and muscles of iron. They never were given a chance to grow soft.

I do not care what science says, but after about twenty minutes the ship gave a perceptible lurch and started to move ahead. This must be a very old custome because in later years I have read about it in a book printed in the Year of Grace 1839.

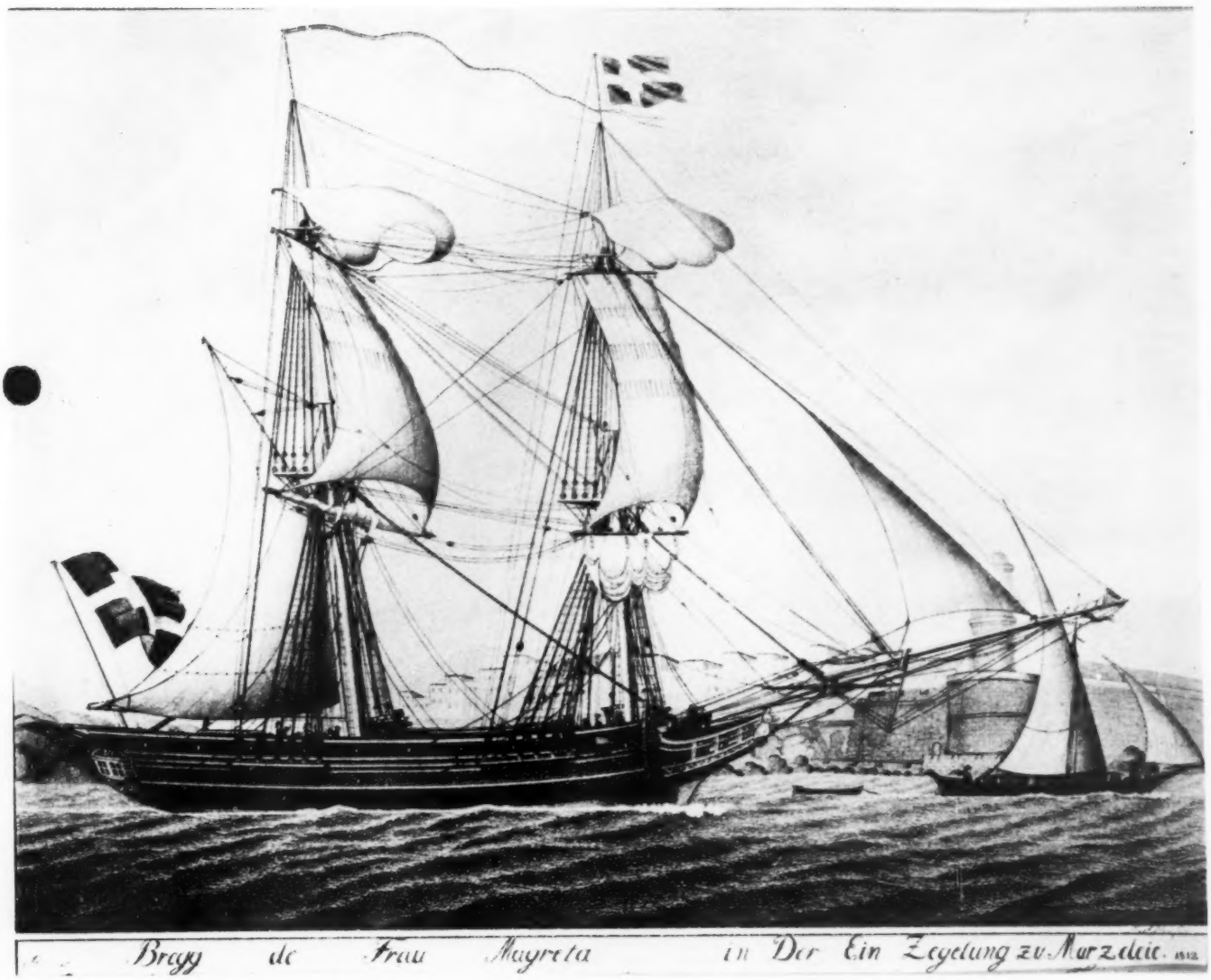
When I started my career as a sailor many of the old softwood windjammers were hump-backed and leaky. Steam made competition hard. The sailors were fighting for life and no new keels were laid down. A windmill was a necessary fixture to help the crew in their work to keep the ship afloat. Many of these old vessels had to be pumped dry once an hour. Aboard such a leaky craft the crew used to say "we carried the North Sea in our arms all the way across".

REPRODUCTIONS OF OLD DANISH OIL PAINTINGS AND WATER COLORS SHOWING SAILING SHIPS OF THE 1790 - 1870 PERIOD

From the Karl F. Wede Collection.

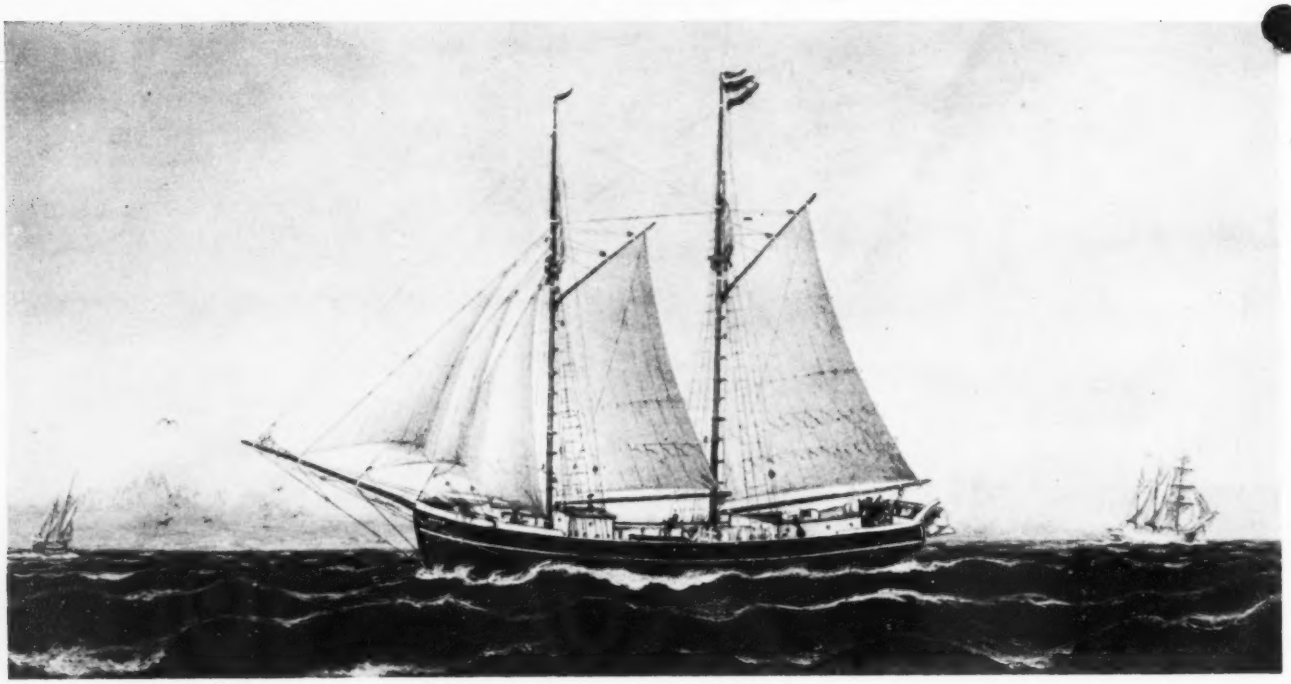
The frontpiece and following illustrations are only a part of a collection of forty-five prints provided by Mr. Wede for fellow members of the NAUTICAL RESEARCH GUILD.

Most of the prints will be reproduced in this and following issues of the JOURNAL.

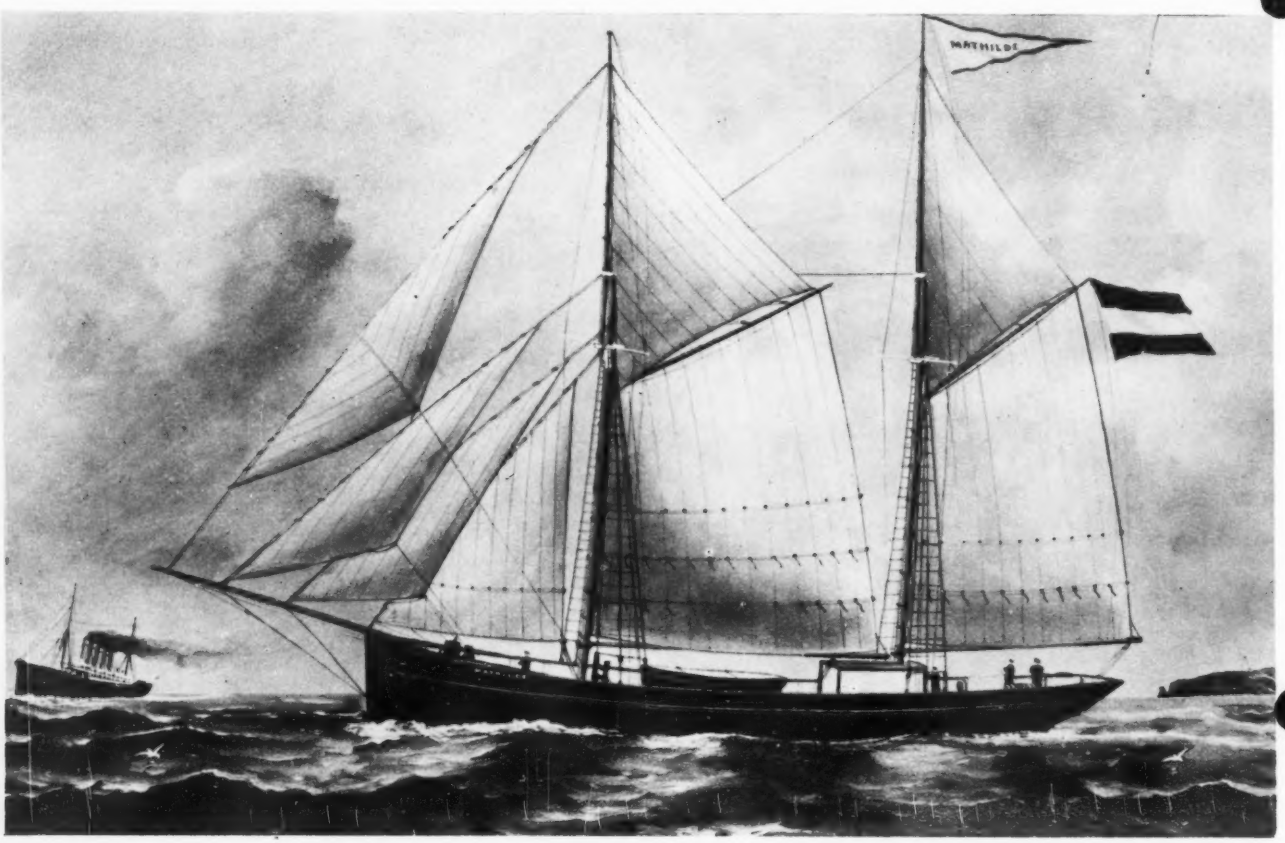


Bragg de Frau Magreta in Der Ein Segelung zu Marzelaie.

Motor Schooner "CLAUS" of Flensburg - - Captain Ulrichsen



"MATHILDE" of Hamburg - - Captain H. Wupper



Loading lumber in our northern ports, members of the crew were often sent ashore to look for a stack or two of red ants, which insects abounded in our pine forests. The stacks were shoveled into bags and then lowered down to the keel by means of a weight. A slipknot at the mouth was pulled and the contents of ants and pine needles floated upwards. By the indraught this stuff was sucked into the leaking seams. Personally I have seen a leaking brig made watertight in this way. Probably the remedy was a very shortlived one.

Aboard your own old sailing ships, I am sure, existed other very interesting customs, but of these, of course, you know better yourselves.

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A MESSAGE FROM THE AUTHOR - CAPTAIN IVAR von GERBER

My son is a Captain in the USMS and occasionally sends me a copy of your Nautical Research Journal. In the September-October 1954 issue there was a very interesting article about a gadget (in Sedish) called "Pinnkompassen". In my first ship we had such a compass and to me, an unexperienced youngster, it was a wonderful thing. The mates, being able to navigate the bark with its help, were to me, only second to God in their great wisdom.

Pardon my English as I picked it up aboard English ships and in later years brushed up on it at sea and as harbormaster in Gothenburg. My son followed my profession and was caught in foreign parts when the Nazi invaded Norway. During the invasion, he had an opportunity to become an American citizen and I'm glad of it as Europe is turned crazy.

Good old days when passports were unknown and the golden pound along with the silver dollar were currency (of the day) and the Swedish Krona was sterling silver. You could leave your ship in any port and no questions asked. Men were men in those days and took pride in their profession. Today, it is "Do as little as possible for the most possible pay". No wonder several of my fellow captains have retired with ulcers as a pension because of their worries in keeping the ship moving with a crew of indifferent sailors.

Conditions have improved for the man before the mast, but he is not thankful. Only the other day I heard a sailor complain because the cutlets were fried in margarine instead of butter! We got salt junk, but grew strong and tough on that diet and were capable of enduring any amount of hardship that would kill a "nowaday" sailor in a few days. It is hard to believe, but a mate told me that during a gale of wind he was helping a sailor on the maindeck with some kind of a job when she took a green one over the bow. The foolish man never got hold of anything and was washed against the hatch coaming. He wasn't injured, but complained to his union that "the Mate never told me about that sea coming over".

Shall we laugh, or shed tears? My thoughts wander back to the far off days of hauling the lee brace in a gale of wind - waist deep in icy water - or laying out on the yards fighting the stubborn canvas for hours - - but I had better finish before my bloodpressure arrives at the danger point.

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WANTED - - By RICHARD ORR SHIP STUDIO, MYSTIC SEAPORT, MYSTIC, CONN.

I should like to purchase a Roemer Model Makers Saw and equipment (Midget Universal) and also a machine wood carver called a "duplicator" that was on the market prior to W. W. II. Please send me details and cost of equipment.

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QUERIES

Y5-1 from Edward G. McNamar of Portland, Oregon -- I should like some information on the Spanish gold armada that operated in the New World during the 1500's. Thus far, I have been able to define the trade routes, establish major ports-of-call and to some degree - the specific items of cargo other than gold. Would like to be advised as to the types of vessels used, where they were built, length, displacement, speed, number of crew, etc. - - -

Y5-2 from Richard Orr, Mystic, Connecticut -- Is looking for plans or other data relative to the American Ketch MERCURY - 12 guns - captured by the British, September 1880. Records show there were few armed ketches during this period and any data available will be used in repairing a model of the vessel recently acquired by the Marine Historical Association.

Y5-3 from John J. Flynn of Chicago, Illinois - While examining a small unfinished boxwood model - ten inches in length and quite old - I noticed a heavy length of rope that was lashed to the Main Rail with a spiral lashing. It ran from the cathead to the figurehead. The berthing Rail also had a spiral line around it from the bow to the head. This rope lay on top of the rail and the spiral lashing was passed around it and through holes through the rail just below. The other rail was bored for the lashing, but there was none on the model. The model ship is a three decker of the 1780-1800 period. There is a crutch on the stern rail for the spanker gaff to rest in. The model was never completed and is of English origin. Just between us members of N.R.G. (gentlemen that is), was this line a "rough form" of "upholstery" for the crew using the head, or was it chaffing gear? I have consulted Laughton's works, but can find no mention of it.

Y5-4 from Waldron C. Watson of New York City - Would like to know where he can obtain illustrations of figureheads that would serve as guides for reproduction in minature - e.g. 8 to 16 inches high.

Y5-5 from Paul Palmer, Solvang, California - who wants to be advised as to the proper rigging of a sliding skysail pole.

Y5-6 from Cary A. Tucker - I should be very interested in obtaining the measurements of old cannon (particularly "naval") that have some known history and/or origin. Will be glad to furnish data sheets to anyone willing to take such measurements. Information has been received that there is a French naval gun at Charleston,S.C. and some iron 24's at Nashua, N. H. but have never been able to confirm this.

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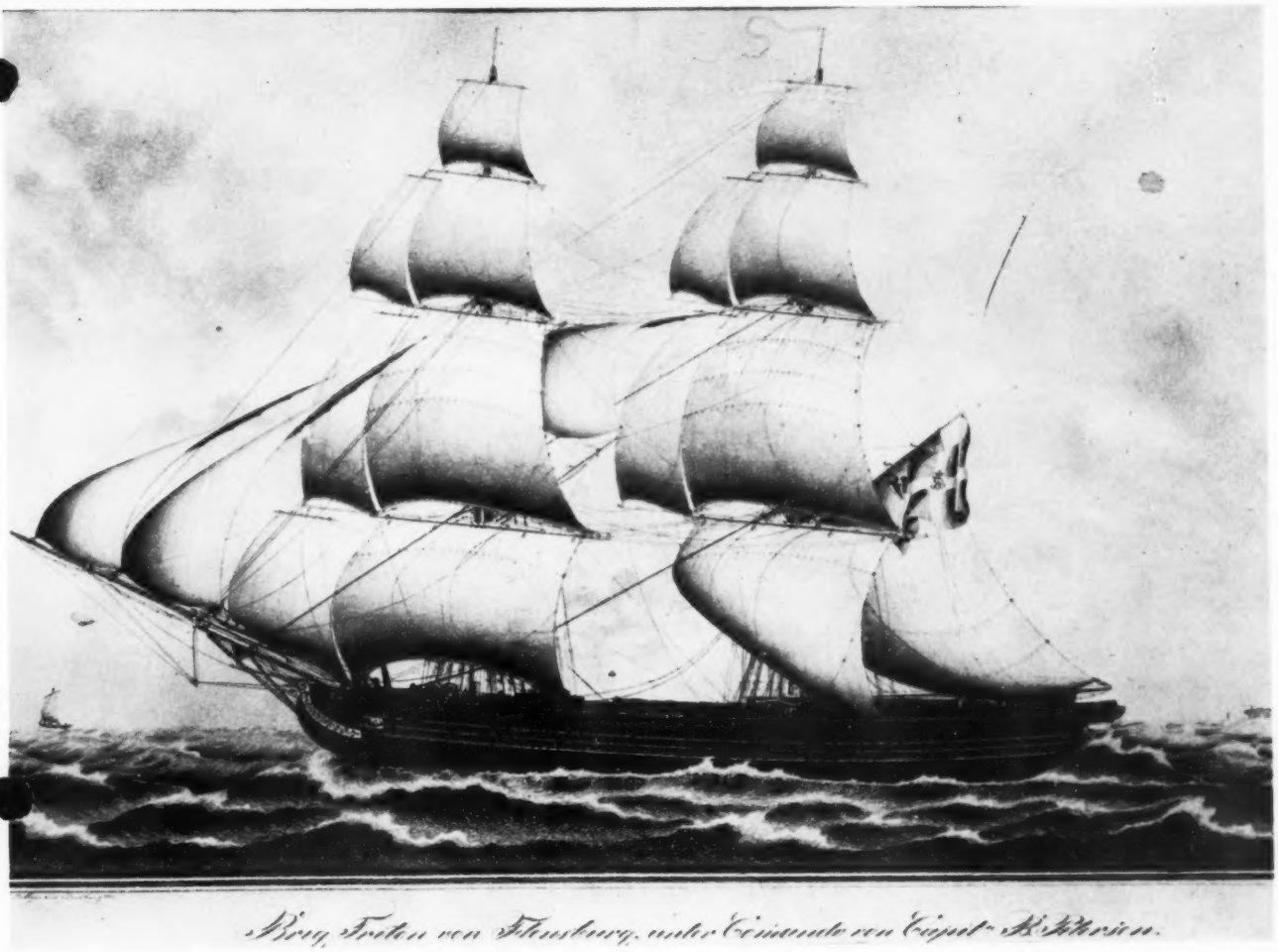
ONCE ABROAD THE HYDE

By Roger W. Bragdon

Most of the material of this description of the after accommodations of the "Downeaster" HENRY B. HYDE have been recalled for us by Mrs. Andrew B. McGoun who, as Lettie Pendleton, accompanied her father, Captain Phineas Pendleton III, on seven Cape Horn voyages aboard this ship.

The accommodations of the HYDE were much the same as those of other Maine-built vessels of the 1870's and 1880's. The after companion over toward the port side of the cabin trunk was white inside. At the bottom of the companionway, there was a door at one's left hand giving into the bathroom, another straight ahead to the after cabin and third at one's right hand - the Captain's stateroom.

The bathroom was painted white but had built-in and varnished cabinets, wash bowl and W.C. The latter, located in the after corner, was not closed off from the rest of the room as in similar type vessels.



Navy Frigate New Orleans, under Command of Capt. H. Wadsworth.

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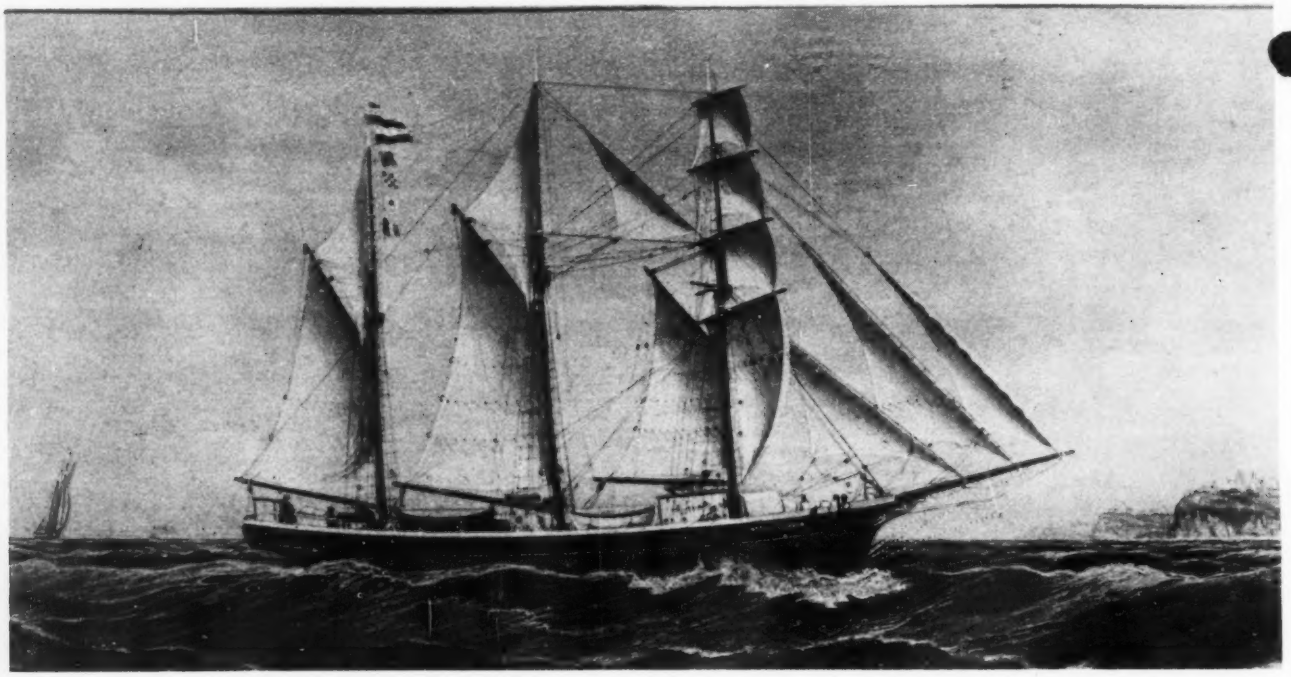
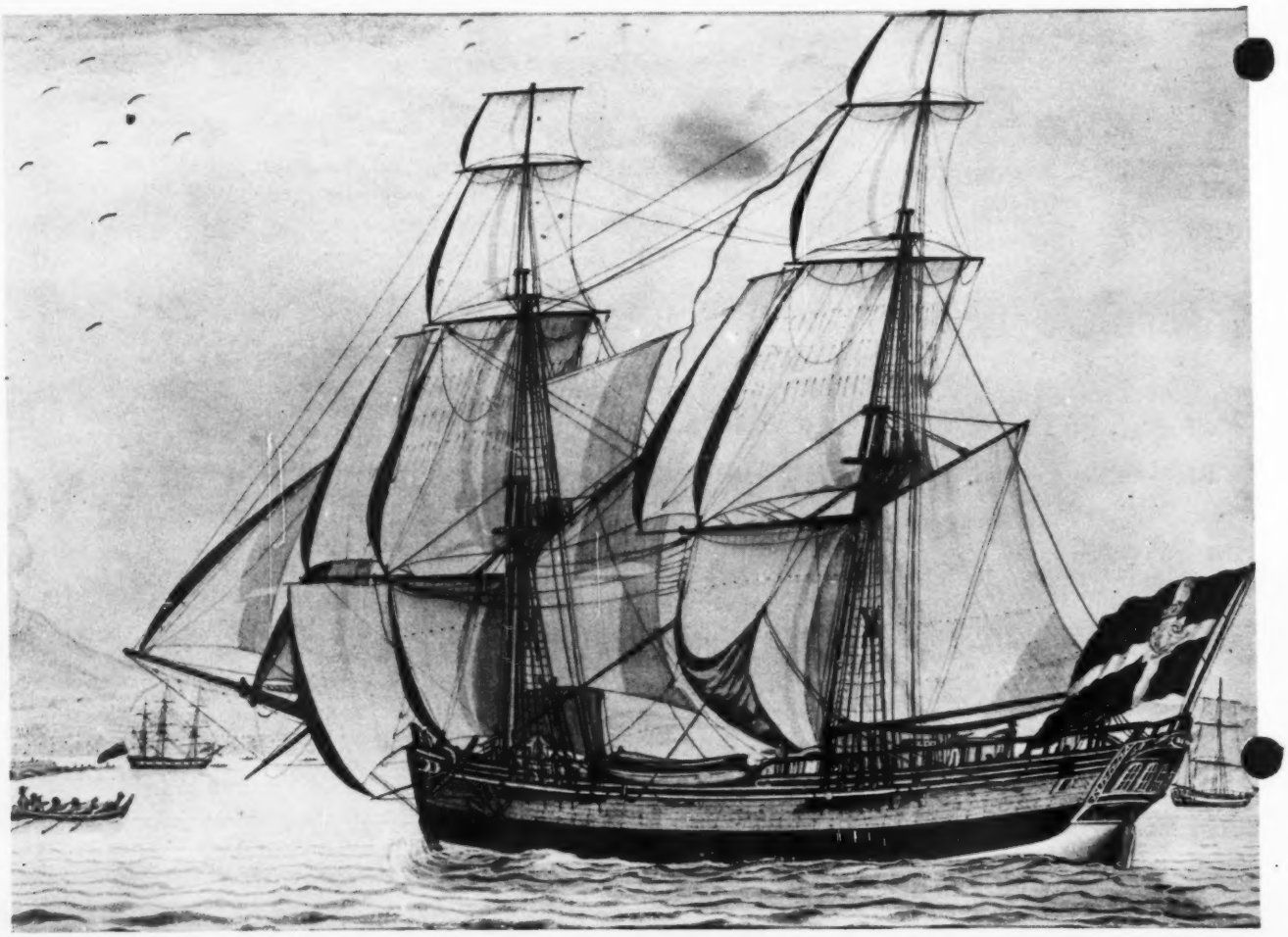
"GRETHE CLAUSEN" of Flensburg - - Captain W. Schneider



Brig "HOFFNUNG" at Naples 1795 - - Captain Christian Jurgensen



(continued from Page 180)

The walls of the after cabin or parlor were mahogany without contrasting trim. Similar classes of vessels had satinwood, maple or white painted woodwork sometimes trimmed with gilt or ebony. The overhead here on the HYDE and throughout the after house was white. The flat skylights were also white with varnished window sashes on all sides. There was red carpet underfoot and in the center of the cabin there was a rectangular, flat-top desk with drawers underneath in which the log and charts were kept. The desk had no covering. The Captain had a swivel chair behind the desk and other room furnishings included two large straight chairs, four small chairs, two "easy" chairs, but no sofa. Upholstery was dark red plush. An upright piano stood against the forward wall. The children "kept up with their music" during the voyage and the piano provided appropriate music during family Bible readings and Sunday services. Lamps hung from above.

The Captain's stateroom had a second door which opened off the after starboard corner of the cabin. It had two windows, one toward the stern, the other at the side with shutter and curtains. This cabin was painted white, as were all the others, and had red carpeting. Furniture was mahogany and included a built-in bed (with head toward the after wall), a built-in couch and a dresser along the starboard wall. Between the bed and couch, and against the wall, there was a table with two compasses and two chronometers. There was a closet at the lower end of the cabin.

Forward of the Captain's cabin was another stateroom. Opposite this was a third cabin and storeroom of equal size. These two cabins had built-in bunks painted white with four mahogany drawers underneath. They had no dressers or wardrobes, but did have a shelf with mirror over it and hooks around to hang clothing. Each room had a side lamp. The storeroom had a built-in cabinet with glass doors to its upper part and drawers below. Books from the Seamen's Institute stood on the shelves while medicine and firearms were stowed away in the drawers.

The forward, or dining, cabin was finished in mahogany, but had no carpet. A stove backed up to the after cabin wall and before it was the dining table and chairs. Opening from the dining cabin, on the starboard side - was the pantry and on the port side was a storeroom and quarters of the First Mate. The steward served meals from the pantry. He had a sink in one corner, counters and a cupboard, but no stove. Food for the Captain's table was brought aft from the galley by the steward. Only the First Mate was permitted to dine with the Captain. Second Mate and Carpenter were served at the second table.

Canned supplies were kept on shelves in the storeroom opposite the pantry. Heavier stores were kept below. Occasionally a crate of live chickens were taken aboard for the Captain's table, but the supply seldom lasted longer than a couple of weeks. Sometimes the menu was varied to include fish caught by the crew. The mizzen mast passed through the forward end of the dining cabin and then came the forward companion with the door of the Second Mate's cabin to starboard. From the companion, one stepped out onto the quarterdeck.....

Note: The HENRY B. HYDE was a wooden full-rigged ship crossing three skysail yards, launched at Bath, Maine in 1884 and registered as 2583 gross tons.

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INSTRVCTION NAVTHICA By Diego Placio. Published in Mexico City in 1587 - probably privately printed...Last quoted price (1938) approximately $3,000 for an original!

I* have just been fortunate enough to pick up a copy of the facsimile edition of Diego de Placio's INSTRVCTION NAVTHICA that was issued in Madrid in 1944 as one of the publications of COLLECTION DE INCUNABLES AMERICANOS and published by EDICIONES CULTURA HISPANICA.

This book was the first work on navigation and shipbuilding in the New World. Dr. Vernon Tate, Director of Libraries at Mass. Institute of Technology, and the American expert on Spanish nautical matters, states that it is the first book published in the entire world on this subject. In a personal communication he states, "At least it is the first of which I have record". The book contains woodcuts of diagrams of ship lines in both longitudinal and in cross section, plates of sails, tables of declinations, an armillary sphere, and at the end of the book a "Vocabvlario Navtico".

The author of this work was a native of Santander and studied first in the Navy and later in Law. In the 1500's he was a Judge in Guatemela and while there kept accurate historical notes on the activities of the day. It is said that later these notes became the basis for the important historical works of Antonio de Herrera. In 1581 de Placio graduated as Doctor of The University of Mexico. Later he became interested in shipping and assisted in outfitting an expedition against Drake in Central America. Dr. Wroth's book, THE WAY OF A SHIP, gives a fuller description of this important work and also shows a reproduction of the elaborate title page and an impressive coat-of-arms (probably of de Placio or the publisher). "In the literature of navigation and shipbuilding in America, this excellent compendium holds an uncontested position of priority".

It is interesting that the first book to be published on ship lines and plans should have been issued in the New World and not in Europe. One of the reasons for this may have been the great secrecy which the early explorers and shipbuilders exercised on any information which would be of assistance to any one else. In Portugal at the time of Henry the Navigator divulging certain information on nautical affairs was punishable by death. An individual discovered making unauthorized charts lost his hands! *Review by Dr. Horace K. Richardson, M.D.

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THE FOUR MASTED BARQUE, by Edward Bowness A.I.N.A., published by Percival Marshall & Company, London, England - price 9/6 net.

Ship model builders and sailing ship researchers of the 19th and 20th century period will certainly welcome the latest efforts of Mr. Bowness in his revision of the original work published as "Archibald Russell" into the present "Four Masted Barque". The latest offering includes an entirely new section devoted to the background and development of this class of sailing vessel. There are a number of interesting details contained in the newest portion that should prove of interest to those familiar with the original work and readers who have not heretobefore had the opportunity to become so acquainted. The author's attention to minute details will make this book a welcome addition to the reference shelf.

The transition between the general coverage of four masted barques and model construction details of the "Archibald Russell" has been accomplished so smoothly that the reader is not aware of the division point between the old and new text. A reference or two made concerning four United States built "Shipentines" were pertinent to the subject matter, but unfortunately not developed in detail sufficient to satisfy the American reader.

Plans contained in the volume have been presented in a scale of 1/16" for hull and deck details, and 1/32" scale for masting-rigging-sail data. There are a number of other plates devoted to deck housing and gear as well as mast and spar details. The numerous photographs taken aboard various ships of this class plus different views of the author's model should prove of value during model construction.

The text covers the development of four-masted barques and includes explanations as to the "why" and "wherefor" of certain structural (and rigging) peculiarities not usually touched on by other works of this kind. It is evident that the author is thoroughly familiar with the difficulties of the model enthusiast, and expressed himself accordingly.

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THE BAY AND RIVER DELAWARE by David B. Tyler, published by Cornell Maritime Press of Cambridge, Maryland and priced at $7.50.

This latest pictorial presentation released by Cornell Maritime Press (November 1955) offers the reader a choice fare of maritime history that is well supported by contemporary prints, paintings, and photographs of each period of development as selected by the author. It is most evident that the author has carefully kept his text to an absolute minimum in order to allow the selected illustrations to set the mood and amplify his historical review. Although there is a 'present day' tendency to look at pictures in a book and skip descriptive matter, in this instance, the reader will miss many valuable factual data that could furnish leads to further his own research efforts.

Although the maritime theme is predominent throughout the entire work, there is a well blended background of relative "shoreside" history that rounds out the picture of a region that has played a most important role in the development of this nation. Of particular interest to some, will be those drawings and photographs of bay and river craft that heretofore have never been published. "The Bay and River Delaware" is a logical sequel to M. V. Brewington's "Chesapeake Bay" (also a Cornell Maritime Press publication) and affords a vivid pictorial survey to all who have even a remote interest in history and matters having a nautical flavor.

Reviewed by W. F. Milligan, Jr.

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INTRODUCTION OF NEW MEMBERS

AARON, ALLAN B. - 1832 North Orleans Street, Chicago 14, Illinois - was introduced to N.R.G. By Dick Orr and is interested in modeling ships of the 1700-1850 period. Mr. Aaron modestly presents his efforts as presently in the novice class, but we hope this condition will change rapidly - for the more experienced category - as a result of his future contacts with our members.

DAVIS, CHARLES F. - 339 San Juan Way, La Canada, California - is one of our former "old timer" members who is joining in with our efforts again. Mr. Davis recently suffered an injury to his hand that has slowed him down somewhat, but we hope the condition is temporary.

GRUENEWALD, CHARLES E. - 3940a North 25th Street, St. Louis 7, Missouri - advises he has a wide and varied interest covering ship modelling, collecting books, prints andsimilar. He has also engaged in oil paintings and photography over a considerable period of time and should be an excellent reference contact on matters pertaining to "spray" painting.

KELLY, FRANK - 109 Joyce Hays Way, South Boston, Massachusetts - was introduced by Mrs. Johanna Whicker who describes him as a "true model enthusiast". We hope to provide more information on Mr. Kelly's interests in the near future.

HUGGINS, ROSS - 7410 Debernieres St., Town of Mount Royal, Quebec, Canada - was introduced to N.R.G. by Mr. E.D.Ring - and the latter tells us Mr. Huggins is an artist who is keenly interested in old ships and related nautical material. He has a small collection of models and threatens to build one himself!

MELVILLE, Col. PHILLIPS, USAF (Ret) - 3917 Massachusetts Ave.,NW, Washington,D.C. is primarily a marine artist and has accomplished some covers for "Yatching" and "U.S.Naval Institute Proceedings". He is particularly interested in illustrating events relative to the early U.S.Navy, privateers and clipper ships.

NICHOLSON, JOHN E. - 26 Combes Drive, Manhasset, Long Island, New York - is interested in collecting material on all sailing vessels of the 1830-1910 period, particularly circa 1849 and the latter includes New York City maritime history.

TAYLOR, J.B. - President, British General Electric Co.(Canadian)Ltd., 1510 Drummond St., Montreal, Quebec, Canada - was also introduced to N.R.G. by Mr. E.D.Ring and we hope he will find a hearty welcome from our model building members.

TUCKER, CARY S. - 220 W.Washington St.,Lexington, Virginia - is not only interested in old naval cannon, but also old wooden sailing ships and brigs. "You all" will find the gentleman is an enthusiastic researcher and student of maritime affairs when he can find time from his duties at V.M.I. Needless to report - there are more cannon articles coming up next year.

WILLIS, MERVILLE - 1805 Afton St., Philadelphia, Pennsylvania - is a member of the Philadelphia Ship Model Society and is presently building a model of the OLIVER CROMWELL. He informs us he is primarily interested in American Colonial vessels.

WAGNER,HARRY F. - 105 Gilmore Ave.,Hillcrest, Binghamton, New York - is also a model builder and is presently working on the clipper ship SWORDFISH. Next project planned is the Frigate ESSEX and any helpful data relative to both will be welcomed by Mr. Wagner.

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NOTE BY THE SECRETARY - The above and all other changes of address have been included in the 1956 MEMBERSHIP ROSTER. You might note that Dr. Robert Huebner of Addison, Michigan is now listed as Captain Robert Huebner and presently assigned to a U.S. Military Hospital in Germany. Further, the Secretary has been unable to determine the present address of Edmund M. Fowler (Florida) and W.N.Mills (California). Any members having this information will greatly oblige him by sending it in. PLEASE REMEMBER TO SEND IN ANY CHANGES OF ADDRESS PROMPTLY - also do not hesitate to advise the Secretary if you have not received your copy of the JOURNAL. All inquiries will be acknowledged as quickly as possible.

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NEWS OF SHIP MODEL SOCIETIES AND RESEARCH GROUPS

The quarterly and last meeting for 1955 was held by the San Francisco Chapter of N.R.G. at the San Francisco Maritime Museum on the evening of December 8th. A rough evening, weatherwise, it was judging from all accounts by those present. President of the Chapter Captin Robinson presided at the meeting and plans were made to encourage further production of articles for the JOURNAL by members of the Chapter. Also announced was the acquisition of the library of Mr. J. Porter Shaw of Oakland by the Museum and later a discussion followed on a model of the RAMOND ANCHOR. Secretary Cmdr. Willey concluded his report by urging attendance at the next meeting on March 23, 1956.

The Pacific Marine Research Society met last Dec. 5th and spent the greater part of the evening examining a shipbuilder's model of the ZENOBIA, a brig of unknown origin. Member Roy Aker described his method of restoration after acquiring it from Stanford University. The model was built in two halves to show hull interior as well as exterior when assembled. Final disposition will be - exhibit at S.F.Maritime Museum, on loan from the University. Member Vandeport exhibited slides of Nelson's VICTORY, Museum at Mystic Seaport and a gundalow raised from Lake Champlain. Bill Fenerin also led an informal discussion on his "Slaver" model, etc. (per Willis Nye)

LETTERS TO THE SECRETARY

From Mrs. E. K. Haviland, Baltimore, Maryland -- First of all I want to say how very glad I am that Bob Applebee got me to join the N.R.G. The JOURNAL is excellent and I have gotten various pieces of information from it and now I hope to get more! -- I would like to know the complete and final disposition of the concrete ship"FAITH" built at Redwood City, California by San Francisco Ship Building Co. in 1918. I have many dispositions for her, but it seems most likely that she was abandoned on the Pacific Coast somewhere --. No dates that I now have seem to agree - - and with so many members of the GUILD on the West Coast I hope that one may know something definite about her.

From Fred Manning, Vancouver, Canada (written during his vacation in England) - The highlight of my visit was the time spent at the Maritime & Science Museums, the models - hundreds of them - were all planked and framed. Spent quite a lot of time examining Longridge's models of the CUTTY SARK and VICTORY. They are really works of art, especially the VICTORY which is built out of boxwood throughout and left in the natural color. You have to be a good craftsman to do this kind of work. After leaving the Maritime Museum, I walked down towards the river and went on board the ship CUTTY SARK. They have a completely new deck laid, new deckhouses, but it will be another year before she is restored. After spending quite a long time in building the model, I felt at home on this old ship...(Secretary's note: Fred is now home and busy catching up - -)

From Captain Ralph E. Cropley, Assistant Curator - Seamen's Church Institute Marine Museum- On January 9th, there will arrive from Australia, as a gift from the Prime Minister, a small model of Cock's ENDEAVOR. The King of Belgium is sending us a model of a Blamkenberghe fishing smack and a friend has donated a splinter from the NIAGARA of Perry's fleet--.

From H. G. Purcell, Carmichael, California - There is one subject that has interested me for a long time. Hawaii has manufactured sugar for about 80 years and most of it has been exported to the mainland. The cargo has been shipped in every kind of craft from whaleboats to motorships. Sailing vessels made the long voyage to East Coast refineries via Cape Horn and steamers went through the Straits of Magellan. Later, the American-Hawaiian Steamship Company shortened the haul by using the railroad across the Isthmus of Tehauntepec. Since 1915, the Panama Canal has handled all the water-borne traffic between Hawaii and the Atlantic Seaboard. The only source for further information seems to be the Government Archives in Honolulu which is hardly practicable for further research at the moment - - -.

From John E. Nicholson, Manhasset, New York - I was very interested to read Mr. Purcell's story of the "F 4". Not much has come to my notice on this salvage operation and the heroic work of a few divers at depths never before attempted. A C.G.M.O.R. Lucken, was a shipmate of mine on the U.S.S. CANANDAIGUA (1918-1919) mine-layer. At that time he was badly crippled with after effects of bends, and when in the mood, would tell of his dives during the work on the "F 4". - - At the moment I am in search of a ships figure head to grace a room in my home now given over to a collection of nautical items. I know that they are getting scarce but hope some member may toss me a lead....

From G. W. Howe of "Thames Shiplovers and Ship Model Society" (London), Liford, Essex, England - Quite a number of members have expressed pleasure at the plans you so kindly sent from the N.R.G. I have about fifteen copies of each left, and after the December meeting, I hope to pass on what are left to the London Federation of Ship Model Societies for them to make good use of. Thank you for sending me the JOURNAL and I read it right through each time. I am thinking of starting a miniature lending library of yours and one or two other Society magazines which I receive. The idea would be to give in our BULLETIN a short precis of any material not readily available here and let members borrow the appropriate copy for a limited time. I hope to eventually add illustrations to our literary venture (the BULLETIN) when funds are available.

NAUTICAL RESEARCH GUILD

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SECRETARY'S REPORT TO MEMBERS

Established 1948
By Harry D. Hamilton

The NAUTICAL RESEARCH JOURNAL is published by members of the Nautical Research Guild. Membership dues, including the Journal are $5.00 a year. New members will receive the numbers which have been previously issued in current year.

Dues are payable January First of each year and are in force until the written resignation of a member.

Opinions and assertions appearing in the Journal are the private ones of the writers.

SECRETARY-TREASURER, James W. Harbin, Jr., 4110 Beall St., Landover Hills, Maryland
MEMBERSHIP CHAIRMAN, Willis L. Nye, 3038 Bridge Street, Hayward, California
ASSISTANT-SECRETARY, Thomas Hornsby, 537 Boyer Road, Cheltenham, Pennsylvania
ASS'T.CHAIRMAN MEMBERSHIP COM., F.J.Watson, Jr., 205 David Dr. A-1, Bryn Mawr, Pa.

Dear friends and Fellow Members:

Your Secretary sincerely regrets the delay in your receipt of this final JOURNAL for the year 1955 and can only offer the lame excuse that demands of the holiday season and the urgent need for a new Membership Roster put a severe strain on his usual schedule. We hope to get back to more normal operations, now that this issue is almost out of the way, and look forward to the coming year with great expectations of a succession of banner editions.

All comment received to date has been unanimously enthusiastic about the material printed this past year. We have several excellent articles on hand to start off our new Volume Eight and have received assurances that more and equally worthy material is on the way. The continued addition of research reports to the Secretary's backlog of articles on hand is of great value when "make up" times rolls around every other month. It is a great comfort to the Secretary/Editor to have a bit more on hand than he can use at the moment and not be afraid of being forced to print a "short" issue. Contributors may also rest assured that their reserach will always be presented as promptly as possible - and if delayed somewhat - it is only done to assure greater attention at a more appropriate time.

The 1956 Membership Roster that has been included with this edition of the JOURNAL is only the basic report. A further analysis of membership has been planned for future publication. This will include membership by State and by County, and if time permits, by field of research.

Another rather important item at this time of year relates to the payment of dues for 1956. A number of you have responded in time to assure publication of the present issue, but there are still a number of outstanding accounts to be taken care of. It requires a great deal of valuable time to handle delinquent accounts and is a most unpleasant chore. So, PLEASE, at your most convenient opportunity - slip a check for five bucks payable to the NAUTICAL RESEARCH GUILD in an envelope and mail it to your Secretary-Treasurer (in case you have forgotten) James W. Harbin, Jr., 4110 Beall Street, Landover Hills, Maryland. Foreign correspondents are advised that the N.R.G. Bank Account is handled by the BANK OF MARYLAND, Annapolis Roads Branch, Lanham, Maryland (Bank Number 65-315/521).

The many holiday greeting cards received have been deeply appreciated and the most kindly expressions of good will contained in them is difficult to acknowledge by mere words. Please accept the sincere thanks of your Secretary and the assurance that he will endeavor to carry on the work in the same traditions established by the Founders of the Guild.